"Opportunity goes where the best people go, and the best people go where good education goes."

W. Von Braun

Grand Challenges in Propulsion Research Workshop Chairs

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Back Row: Robert Frederick, UAHuntsville, Mark Brandyberry, University of Illinois; Robert Santoro, Penn State, Alan Wilhite, Georgia Tech.; Vadim Smelyanskiy, NASA Ames; Shankar Mahalingam, UAHuntsville.

Front Row: Ken Yu, University of Maryland; Roy Hartfield; Auburn; C.P. Chen; UAH; Mitchell Walker; Georgia Tech; and Bill Anderson, Purdue University. Brian Cantwell; Stanford to present on October 28th at UAH.

October 14, 2010,  
Huntsville, AL
Overview of Discussion

Questions

• What is the State of Industry?
• What is the state of the art in academia?

Issues/Concerns

• Issues facing Academia
• Concerns about how we are going to achieve the mission together

Recommendations

• Grand Challenges in Propulsion Research
• Grand Challenges in Propulsion Education
• Grand Challenges in Propulsion Technology development
Propulsion Technologies – Moderator Robert Frederick

8:30  UAH Propulsion Research

9:00  A University Perspective on the Needs for Future Space Propulsion and Effective NASA-University Programs

9:30  Research at Georgia Tech

10:00 Flame-Acoustic Interaction in Shear-Coaxial Injectors

10:30 Research Needs for Liquid Rocket Engines

David Linebery
Jason Cassibry
C.P. Chen
Robert Santoro
Mitchell Walker
Kenneth Yu
William Anderson
Propulsion Modeling and Technology Development – Moderator Shankar Mahalingam

1:00 Space: Near and Far Term
Alan Wilhite
1:30 Mathematical and critical physics analysis of engineering problems: old-new way of doing things
V. Smelyanskiy
2:00 Multiphysics, Multiphase and Multiscale Solid Rocket Motor Simulations at Illinois
Mark Brandyberry
2:30 Modeling and optimization of Rocket Propelled Systems
Roy Hartfeild
3:00 Break/Contingency

Panel Discussion – Moderator Robert Frederick
3:30 Group Discussion
Robert Frederick

Topic 1 – Grand Challenges in Propulsion Research
Topic 2 – Grand Challenges in Propulsion Education
Topic 3 – Grand Challenges in Propulsion Technology Development
Current State of Space Industry
(Bob Santoro)

- No access to low earth orbit (LEO) since Space Shuttle retirement.
- Access to Space Station dependent on Soyuz in the near term.
- Decision is to enable and rely on commercial space launch capabilities to provide access to LEO in the near term and eventually beyond LEO.
- 2011 NASA Strategic Plan notes current U.S. launch capability for many planetary missions only possible using Delta and Atlas vehicles.
- Despite the announcement of SLS, traditional rocket companies are shedding workers.
Current State of Industry

(Bob Santoro)

• Promising launch vehicles such as the Space-X Falcon 9 and Orbital Sciences Taurus II rely on old engine technology such as the former TRW pindle-based injector technology or the Russian NK-33 engine, respectively.

• Use of innovations related to advances in lighter, stronger materials and electronics for Avionics, Guidance/Navigation/Control have impacted reliability and lowered cost for these vehicles.

• But their heritage is based on accomplishments championed in the 1960’s.
Current State of Academia

System Architecture and Cost

Fundamental Processes

Multi-Physics Modeling

% NASA Funding of Propulsion of Propulsion-Related Groups at Universities Represented (ROM)

- Purdue (20%)
- Penn State (20%)
- UAHuntsville (15%)
- GIT Atlanta (<10%)
## Tale of Two Cities

*(Ken Yu Maryland)*

<table>
<thead>
<tr>
<th><strong>Industry</strong></th>
<th><strong>Academia</strong></th>
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<tr>
<td>● Much experience with practical systems</td>
<td>● Academic freedom to remove/impose constraints</td>
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<td>● Development, testing and implementation</td>
<td>● Decoupling complex processes and analyzing the physics</td>
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<tr>
<td>● Identifying system deficiencies and research areas</td>
<td>● Training new generation of propulsion scientists and engineers</td>
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<tr>
<td>● Keeper of the engineering knowhow (proprietary)</td>
<td>● Keeper of the scientific knowhow (multi-disciplinary expertise)</td>
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<td>● Driven by near-term profit and business needs</td>
<td>● Driven by long-term contribution and publication needs</td>
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<tr>
<td><em>(concerns: near-term becoming shorter, investment smaller, and business area narrower)</em></td>
<td><em>(concerns: cost of innovation/education and need for open discussion and unrestricted sharing)</em></td>
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Effective NASA /University Programs
(Bob Santoro)

- Continuity over the graduate student’s degree program (minimum 3 years).
- Do not tie academic research programs to current development programs.
  - Makes them compete for resources with mission critical elements.
  - Do not put their milestones in a critical path as research progress can not be scheduled.
- University research overall must be relevant to NASA near and long-term program goals
## Grand Challenges in Propulsion Research

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<thead>
<tr>
<th>Issue</th>
<th>Stewardship</th>
<th>Technology</th>
<th>Solutions Facilitator</th>
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<tbody>
<tr>
<td>Mission/Vision/Strategic Direction</td>
<td>• Lack of realization for comprehensive National Space Policy</td>
<td>• Lack of integrated defined propulsion technology needs and roadmaps</td>
<td>• Lack of coordinated ‘nation-centric’ approach for providing solutions</td>
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<td></td>
<td>• Lack of multi-Agency vision</td>
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<td></td>
<td>• Lack of defined space missions</td>
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<tr>
<td>Financial/Budgetary</td>
<td>• Lack of predictable, long-term funding</td>
<td>• Lack of sustained technology funding</td>
<td>• Overcapacity of production capability</td>
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<td>Workforce/Skills Retention</td>
<td>• Frequent program/project starts and cancellations</td>
<td>• Fewer engineers have experience in technology development, from concept to the field</td>
<td>• Rising supplier costs</td>
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<td></td>
<td>• Overall decline in demand for aerospace engineers</td>
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<tr>
<td>Sustainment/Viability</td>
<td>• Broad impact due to Shuttle retirement</td>
<td>• Lack of long-term development programs &amp; technology investments</td>
<td>• Difficulty in access to government expertise</td>
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<td>• Uncertainty in future needs</td>
<td>• Lack of technology infusion into programs</td>
<td>• Aging workforce in propulsion expertise</td>
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<td>• Large solid rocket motor industrial base decline</td>
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<td>Infrastructure</td>
<td>• Industrial capacity too large for current funding/demand</td>
<td>• Increased cost and reduced availability of critical infrastructure for technology development</td>
<td>• Systems infrastructure, supply chain, &amp; skill base challenges</td>
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<td></td>
<td>• Declining readiness of current facilities</td>
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Participants offered content for items in red during presentations and discussion
General Comments

- Need a compelling mission
- Insure a proper mix of DoD and NASA Research
- Insure proper industry buy in for university research work (transition research and students into industry; understand pull)
- Provide means for integrating government, industry, and academic researchers and engineers
  - NASA CUIP Program was a Model for Healthy Government/University Interactions
  - French-German collaborations on high pressure HO systems and combustion instability are sustainable and productive
- Invest in High Risk High Payoff Technology in Foundational Research Now (i.e. Combustion Instability/Crosscutting Disciplines/Life Prediction)
- Affordability/Demand is Critical to the Future (NASA Cost Models do not Include University Research)
- Focus on most difficult problems that require collaboration between multiple disciplines (but do not eliminate individual researcher contributions)
NIRPS Academic Advisory Group Future

- Support NIRPS Planning
- Host Annual Academic Strategy Meeting
- Present Capabilities Papers for National Space Symposium
- Refine Research Topic Recommendations
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